

by the FDA for use by children. Unless the FDA's proposal is changed, Tommy could lose access to the medicine he needs to breathe and live. Why should Tommy, and 5 million kids like him, have to face this dilemma?

In my view, any plan to remove safe and effective medications from the marketplace needs to place the interests of children like Tommy Farese first and foremost. Sadly, the FDA plan fails in this regard. Indeed, the FDA plan presumes that CFC-free inhalers serve all patient subpopulations—such as children and the elderly—equally well, despite the fact that children have special needs and many drug therapies are not interchangeable.

Mr. Speaker, I call upon the FDA to stop their proposed ban of asthma inhalers and put forward a new proposed rule only after Congress reconvenes. In addition, I urge the conferees to H.R. 1411 to include legislative language that will stop the FDA from implementing this terribly flawed and environmentally marginal proposal. If the FDA insists on moving forward with their antipatient plan anyway, Congress should debate and pass the Sterans-Smith bill—HR 221—to allow asthma patients like Tommy Farese retain access to their medicine.

KENT L. HUBER

HON. JAMES A. BARCIA

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 6, 1997

Mr. BARCIA. Mr. Speaker, the people of Bay County suffered a tremendous loss this week with the unfortunate accident that took the life of Kent L. Huber, a gentleman who was a professional pilot who offered his skills to those in need. Memorial services are being held tomorrow, and I want to extend my deepest sympathies to his wife Sue Carol, their four daughters, and friends.

This tragedy reminds us of the limits that each of us face. We may take every day, every month, and every year for granted, even though we never know how many more we truly have remaining. We keep thinking that we can correct tomorrow, what we should have corrected today. Given enough time, we might remember to appreciate what people did for us, or people might forget what we did to them.

I am sure that Kent Huber was fortunate enough to not have had those regrets because of the way he lived his life. We all have demands on our time, and carefully guard whatever portion we have for ourselves. Kent Huber was most generous with his free moments, making sure that people who needed air transport for medical care had the benefit of his services. As a pilot for the national organization Wings of Mercy, he often provided transport, just as he did this past Sunday when he brought someone back from the Mayo Clinic. He also each Fourth of July offered a round-trip flight to Mackinac Island as a grand prize at the Bay City Fireworks Festival.

His family was very important to him, especially his concern for children. He carried this special love forward in his service on the Bangor Township Board of Education, where he devoted himself to improving the stepping stone of education for children.

Mr. Speaker, the loss of a loved one is a tragedy for any family. The loss of a caring, committed individual like Kent is a devastating one for the community. Kent Huber will be missed by all of us who knew him, and by those who benefited from his willingness to give so unselfishly of himself. I ask you and all of our colleagues to join me in offering our heartfelt sympathies to his family, and our wishes that the way Kent Huber lived his life will serve as a sterling example for others in our community.

JOINT RESOLUTION—NAVY ASIATIC FLEET

HON. WALTER B. JONES

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 6, 1997

Mr. JONES. Mr. Speaker, I am pleased to rise today to introduce legislation commending the sailors and marines who served in the U.S. Navy Asiatic Fleet. I commend the actions of Senator WARNER who first heard and responded to the call of these forgotten heroes with his introduction of Senate Joint Resolution 30.

While many of my colleagues may not be familiar with the efforts waged by the Asiatic Fleet, I am here today to tell you of their critical role in American security interests. From the early 1900's until just after Pearl Harbor, the fleet sailed courageously across the coastal waters between China and the Philippines, as well as in Russian waters and on the straits and narrows of Malaysia and Indonesia during this very dynamic period in history.

The Asiatic Fleet had originally been established in August 1910 as a successor of the Asiatic Station, to protect American lives and property in the Philippines and in China. The Asiatic Fleet sailed the seas in defense of American interests in the Southeast Asian waters until 1942.

In the final years of the Asiatic Fleet operations, these sailors and marines distinguished themselves by defending against the tidal wave of Japanese aggression. Fighting against the larger modern Japanese naval forces were the fleet's 3 cruisers, 13 WWI-vintage destroyers, 29 submarines, and a handful of gunboats and patrol aircraft. In all, the fleet lost 22 ships. 1,826 were killed and over 500 were said to be placed in prison camps. Sadly, many of these sailors taken prisoner were beaten, tortured, and killed in the most gruesome of manners.

Regrettably, Congress and the American people have never risen to recognize the valiant actions of this Asiatic Fleet, the precursor to today's 7th Fleet. I rise today dedicated to granting long overdue recognition of the heart-breaking struggles of the fleet that fought alone against the overwhelming modern Japanese Navy. It is altogether fitting and appropriate that this Nation pause and reflect upon the noble actions of these fine sailors and marines of the Asiatic Fleet.

It is for these reasons that today I will join my colleague in the Senate, Senator WARNER, to introduce a resolution calling for the recognition of the 56th anniversary of the sinking of the Asiatic Fleet's flagship, the U.S.S. *Houston*. This resolution supports the efforts of the Senate to designate March 1, 1998 as

the "United States Navy Asiatic Fleet Memorial Day." I call upon my colleagues to join me today in this effort to give these forgotten heroes Congress' support for long awaited recognition.

The battles fought by the U.S.S. *Houston* in her service to the Asiatic Fleet are best told in the Dictionary of American Naval Fighting Ships. I would ask that the history of the U.S.S. *Houston* be printed following my remarks.

DICTIONARY OF AMERICAN NAVAL FIGHTING SHIPS

VOLUME III—NAVY DEPARTMENT, OFFICE OF THE
CHIEF OF NAVAL OPERATIONS, NAVAL HISTORY
DIVISION, WASHINGTON

With the outbreak of war between China and Japan in 1932, *Houston* got underway 31 January for Shanghai to protect American lives and property. She landed Marine and Navy gun platoons to help stabilize the situation and remained in the area, with the exception of a good will cruise to the Philippines in March and one to Japan in May 1933, until being relieved by *Augusta* 17 November 1933. The cruiser sailed to San Francisco to join the Scouting Force, and for the years preceding World War II participated in Fleet Problems and maneuvers in the Pacific. During this period *Houston* made several special cruises. President Roosevelt came on board 1 July 1934 at Annapolis, Md., for a cruise of almost 12,000 miles through the Caribbean and to Portland, Oreg., by way of Hawaii. *Houston* also carried Assistant Secretary of the Navy Henry L. Roosevelt on a tour of the Hawaiian Islands, returning to San Diego 15 May 1935. After a short cruise in Alaskan waters, the cruiser returned to Seattle and embarked the President again 3 October 1935 for a vacation cruise to the Cerros Islands, Magdalena Bay, Cocos Islands, and Charleston, S.C. *Houston* also celebrated the opening of the Golden Gate bridge at San Francisco 28 May 1937, and carried President Roosevelt for a Fleet Review at the same city 14 July 1938.

Houston became flagship of the U.S. Fleet 19 September 1938, when Rear Admiral Bloch broke his flag on board her, and maintained that status until 28 December; when she returned to the Scouting Force. Continuing the now-familiar routine of training exercises, she got underway for Fleet Problem 20, 4 January 1939 from San Francisco, sailed to Norfolk and Key West, and there embarked the President and the Chief of Naval Operations, Admiral Leahy, for the duration of the problem. She arrived Houston, Tex., 7 April for a brief visit before returning to Seattle, where she arrived 30 May.

Assigned as flagship Hawaiian Detachment, the cruiser arrived Pearl Harbor after her post-overhaul shakedown 7 December 1939, and continued in that capacity until returning to Mare Island 17 February 1940. Sailing to Hawaii, she departed 3 November for the Philippine Islands as the world situation grew darker. Arriving Manila, 19 November 1940, she became flagship of Admiral Hart, Commander Asiatic Fleet.

As the war crisis deepened, Admiral Hart deposed his fleet in readiness. On the night of the Pearl Harbor attack, *Houston* got underway from Penay Island with fleet units bound for Darwin, Australia, where she arrived 28 December 1941 by way of Balikpapan and Surabaya. After patrol duty she joined the ABDA (American-British-Dutch-Australian) naval force at Surabaya. Air raids were frequent in the area, and *Houston's* gunners splashed four planes 4 February as Admiral Doorman, RNN, took his force to engage Japanese reported to be at Balikpapan. *Houston* took one hit, disabling her No. 3 turret, and cruiser *Marblehead* was so damaged

that she had to be sent out of the battle area. Doorman was forced to abandon his advance.

Returning to Australia, *Houston* departed 15 February with a small convoy to reinforce the garrison on Timor. Before the day was out, the group was forced to beat off numerous air attacks, and next morning the Japanese attacked in full force. During this defensive action, *Houston* distinguished herself by driving off nearly the entire raid without damage to her transports.

Receiving word that the major Japanese invasion force was approaching Java protected by a formidable surface unit, Admiral Doorman resolutely determined to meet and seek to destroy the main convoy. Sailing 26 February with *Houston*, HMAs *Perth*, HNMS *De Ruyter*, HMS *Exeter*, JNMS *Java* and 10 destroyers, he met the Japanese support force under Admiral Takagi consisting of 4 cruisers and 13 destroyers. In the Battle of the Java Sea which followed, Doorman's forces fought valiantly, but were doomed by lack of air cover and communication difficulties. The ships met for the first time in the late afternoon, and as Japanese destroyers laid smoke the cruisers of both fleets opened fire. After one ineffective torpedo attack the Japanese light cruisers and destroyers launched a second at 1700, this attack sinking *Kortenaer*, *Exeter* and destroyer *Electra* were hit by gunfire, *Electra* fatally, and at 1730 Admiral Doorman turned south toward the Java coast, not wishing to be diverted from his main purpose, the destruction of the convoy itself. With dogged fighting spirit he dodged another torpedo attack and followed the coastline, during which time *Jupiter* was sunk, either by mine or internal explosion. Then *Encounter* was detached to pick up survivors from *Kortenaer*, and the American destroyers, their torpedoes expended, were ordered back to Surabaya. Now with no destroyer protection, Doorman's four remaining ships turned north again in a last gallant attempt to stop the invasion of Java.

At 2300 the same night, the cruisers again encountered the Japanese surface group. On parallel courses the opposing units opened fire, and the Japanese launched a devastating torpedo attack 30 minutes later. *De Ruiter* and *Java* caught in a spread of 12 torpedoes, exploded and sank, carrying their captains and Admiral Doorman down with them.

Before losing contact with *Perth* and *Houston*, Doorman had ordered them to retire. This was accomplished, but the next day the two ships steamed boldly into Banten Bay, hoping to damage the Japanese invasion forces there. The cruisers were almost torpedoed as they approached the bay, but evaded the nine torpedoes launched by destroyer *Fubuki*. The cruisers then sank one transport and forced three others to beach. A destroyer squadron blocked Sunda Strait, their means of retreat, and on the other hand large cruisers *Mogami* and *Mikuma* stood dangerously near. The result was foreordained, but *Houston* and *Perth* fought valiantly. *Perth* came under fire at 2336 and in an hour had been sunk from gunfire and torpedo hits. *Houston* then fought alone, her guns blazing at the enemy all around her, a champion at bay. Soon after midnight she took a torpedo and began to lose headway. During this time *Houston's* gunners scored hits on three different destroyers and sank a minesweeper, but suffered three more torpedo explosions in quick succession. Captain Rooks was killed by a bursting shell at 0030 and as the ship came to a stop Japanese destroyers swarmed over her machine gunning the decks. A few minutes later the gallant *Houston*, her name written imperishably in the records of heroism, rolled over and sank, her ensign still flying.

Houston's fate was not known by the world for almost 9 months, and the full story of her courageous fight was not fully told until after the war was over and her survivors were liberated from prison camps. Captain Rooks received posthumously the Medal of Honor for this extraordinary heroism.

In addition to two battle stars, *Houston* was awarded the Presidential Unit Citation.

TRIBUTE TO THE HONORABLE PHILLIP LEWIS SOTO

HON. ESTEBAN EDWARD TORRES

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 6, 1997

Mr. TORRES. Mr. Speaker, today I rise to pay tribute to a great American who has passed on from the California sociopolitical scene. A true friend of mine who I shall miss after a long illness.

Phil Soto was born on March 3, 1926 in the east LA neighborhood of Boyle Heights. During World War II, he served as a bombardier in the South Pacific, flying B-17's and B-29's. After the war, he helped found the GI Forum, a foundation that serves veterans of Mexican American heritage.

In 1948, Phil married Nell Manuel Garcia and began a family. He started his career in the television repair business in the San Gabriel Valley community of La Puente, where he was active in little league and local civic issues. In 1956, Phil helped manage the city of La Puente city-hood campaign. In 1958 he was elected to the La Puente City Council where he served until 1962. He was a local campaign manager for the John F. Kennedy 1960 Presidential campaign.

In the 1950's Phil Soto helped organize labor initiatives with the International Brotherhood of Electrical Workers and the United Farm Workers, working closely with the late Caesar Chavez. One of the many accomplishments of Phil Soto was to petition the Attorney General to release Caesar Chavez after he was arrested and beaten by police during the union's early organizing days. When the Attorney General refused, Phil rode a bus to Delano, CA, and spent the night in jail with Mr. Chavez to guarantee his protection. On a later occasion, he spent another night in jail with Dolores Huerta, the current UFW president.

In 1962, Phil was elected to the 50th District of the California Assembly; the first of two members of Latino heritage elected to serve in the assembly in the 20th century; the other being John Moreno.

As a California Assemblyman, Phil Soto was a pioneer and role model for future Latino community leaders and elected officials. Through his dedication to the principles of the Democratic Party, he became a champion of the rights of farm workers and human rights. He also fought to improve the quality of life for all Californians through his support of public education, water projects, and other public works projects. Phil was the first of many leaders to help define the role of Latinos in modern California politics.

In 1966, Governor Ronald Reagan's Republican sweep and Phil and Nell's opposition to the growing war in Vietnam left Phil without an assembly seat. But the call to public service remained strong and Phil accepted an appointment from President Johnson to help es-

tablish economic development and job training programs in east Los Angeles. During this time, he implemented the programs he had fought for during his legislative career.

In 1968, Phil Soto's commitment to labor, jobs and his advocacy for Latino rights and equality was recognized by the Robert Kennedy Presidential primary campaign in California and he was asked to serve as a key adviser.

In his later years, Phil played the role of teacher, role model, and senior adviser for a new generation of Latino leaders and elected officials. One early race was the unsuccessful city election in east Los Angeles, which, had it been successful, would have resulted in the election of his wife Nell and future State Senator Richard Polanco to the east Los Angeles City Council. In 1988, he successfully helped elect his wife to the Pomona City Council and secure an appointment to the board of directors of the air quality management district.

Mr. Speaker, I ask my colleagues assembled here to join with me in paying condolences to his survivors, Nell his wife and a Pomona City Council member, sons; Phil IV, Robert, Michael, Patrick, Tom, and daughter Anna.

"TAXPAYER VICTORIES"

HON. RON PACKARD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 6, 1997

Mr. PACKARD. Mr. Speaker, I rise in support of the American Taxpayer. I am proud of the accomplishments of my Republican colleagues, under the leadership of Speaker GINGRICH, to provide meaningful tax relief for hard-working American's.

This year has truly been historic. The Republican-led Congress has given the parents of 41 million children under 17 a child tax credit. We have created education savings accounts to allow parents to begin saving for their children's education. We have cut the capital gains tax rate to encourage savings and investment, creating more jobs. And we have slashed the oppressive death tax rate so that family farms and businesses can stay in the family.

Mr. Speaker, I have read the letters and taken the calls from my constituents and I know our work to help the American taxpayer is still not done. The people of the 48th Congressional District Add their voice to the rest of America's in calling for more tax relief and a complete overhaul of the overburdensome IRS code.

Over the next several months, Republicans in Congress will continue to work on behalf of families and the hardworking parents that keep them together. This week, in several places across the Nation, Republican victories at the polls once again proved that taxes are the issue voters care about.

Mr. Speaker, we worked hard this year to give taxpayers their first tax cut in sixteen years. As we begin to prepare our agenda for 1998, let's make it another tax cutting year and let's win another victory for America's families.